

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5170

號五十月四閏年二十三曆光

WEDNESDAY, JUNE 6, 1906.

三拜禮

號六月六英曆西

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. G. G. Esq.,
Hon. Mr. W. J. Gresson, Esq.,
C. R. Leitzmann, Esq.,
D. M. Nissem, Esq.,
A. J. Raymond, Esq.,
N. A. Siebs, Esq.,
H. A. W. Slade, Esq.,
H. E. Tompkins, Esq.

ACTING CHIEF MANAGER
HONGKONG—H. E. R. HUNTER
ACTING MANAGER
SHANGHAI—W. ADAMS ORAM

LONDON BANKERS—LONDON AND SMITHS BANK, LTD.
HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent per annum.
For 6 months, 5 per cent per annum.
For 12 months, 6 per cent per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by THE HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2
per cent per annum.
Depositors may transfer to their
accounts of 1/100th of the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

ON THE HONGKONG AND SHANGHAI
BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$10,000,000

HEAD OFFICE—SHANGHAI

BOARD OF DIRECTORS—BERLIN

BRANCHES:
Berlin, Calcutta, Hankow, Kobe,
Peking, Singapore, Tientsin, Tsingtau,
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche See-Handlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim jr. & Co., Koeln
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906. [24]

**NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.**

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pascoeroean, Djidjap,
Padang, Medan (Deli), Palembang, Kotar,
Radja (Acheen), Telok-Semawe (Acheen),
Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Siam, Hongkong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection bills of Exchange, issues
letters of credit on its branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent per annum on daily
balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [287]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1860.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND " 3,000,000

UNPAID CAPITAL " 10,000,000

SPECIAL RESERVE FUND " 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
HONOLULU, SHANGHAI,
HANKOW, NEW CHANG,
YOKOHAMA, MURDEN,
SAN FRANCISCO, PORT ARTHUR,
TIENTSIN, CHEFOO,
HANKOW, DALNY,
Kobe, TIE-LING,
NEW YORK, USAKA.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent
per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent
per annum.

On Fixed Deposits for 6 months, 3 1/2 per cent
per annum.

On Fixed Deposits for 3 months, 3 per cent
per annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 14th May, 1906. [19]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £2,000,000

RESERVE FUND " 2,000,000

RESERVE FUND " 2,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent per
annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent
per annum.

On Fixed Deposits for 6 months, 3 1/2 per cent
per annum.

On Fixed Deposits for 3 months, 3 per cent
per annum.

T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906. [23]

**INTERNATIONAL BANKING
CORPORATION.**

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000

CAPITAL PAID UP GOLD \$3,250,000

RESERVE FUND GOLD \$3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINER COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent per annum.

For 6 months 3 1/2 per cent per annum.

For 3 months 3 per cent per annum.

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central,
Hongkong, 19th September, 1905. [30]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

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10.30 p.m. to 11.00 p.m. Every 15 minutes.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.
 "POWAN," 4,338 " " " W. A. Valentine.
 "FATSHAN," 3,260 " " " R. D. Thomas.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,993 tons, Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunichuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

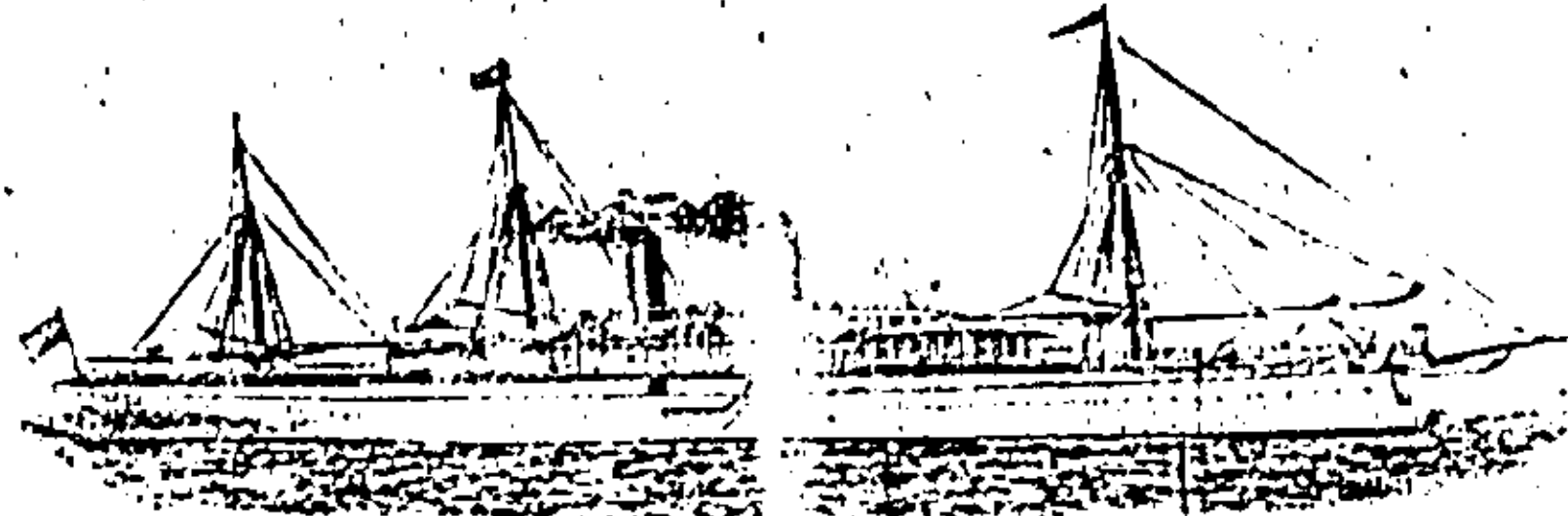
FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing, Single \$12.50. Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Mansions, (Fifth Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11
"EMPEROR OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage apply to

D. W. CRADDOCK, Acting General Agent, Hongkong, 30th May, 1906. Corner Polder Street and Praya, opposite Blake Pier. 113

HAMBURG-AMERIKA LINIE.

Ostasiatischer Dienst.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE, BREMEN and HAMBURG.	20th June } Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA	HAVRE and HAMBURG.	25th June } Freight.
Schuelke	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA	HAVRE and HAMBURG.	4th July } Freight and Passengers.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
SCHWARZBURG	HAVRE and HAMBURG.	20th July } Freight.
(Calling at S'PORE, PENANG & COLOMBO).		
ALESIA	HAVRE and HAMBURG.	6th Aug. } Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	20th Aug. } Freight.
Müller	(Calling at S'PORE, PENANG & COLOMBO).	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins, amidships. Lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 2nd June, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SITHONIA (For Cargo only)	FRIDAY, 8th June.
ROON	
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
ROON	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.

ON FRIDAY, the 8th day of June, 1906, the Steamship SITHONIA, Captain Bremer, with CARGO only, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on WEDNESDAY, the 6th June, Cargo and Special will be received on Board until 5 P.M., on THURSDAY, the 7th June, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 7th June.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	97. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltarr and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.

ON TUESDAY, the 26th day of June, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } GNEISENAU WEDNESDAY, 20th June.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 6th June, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

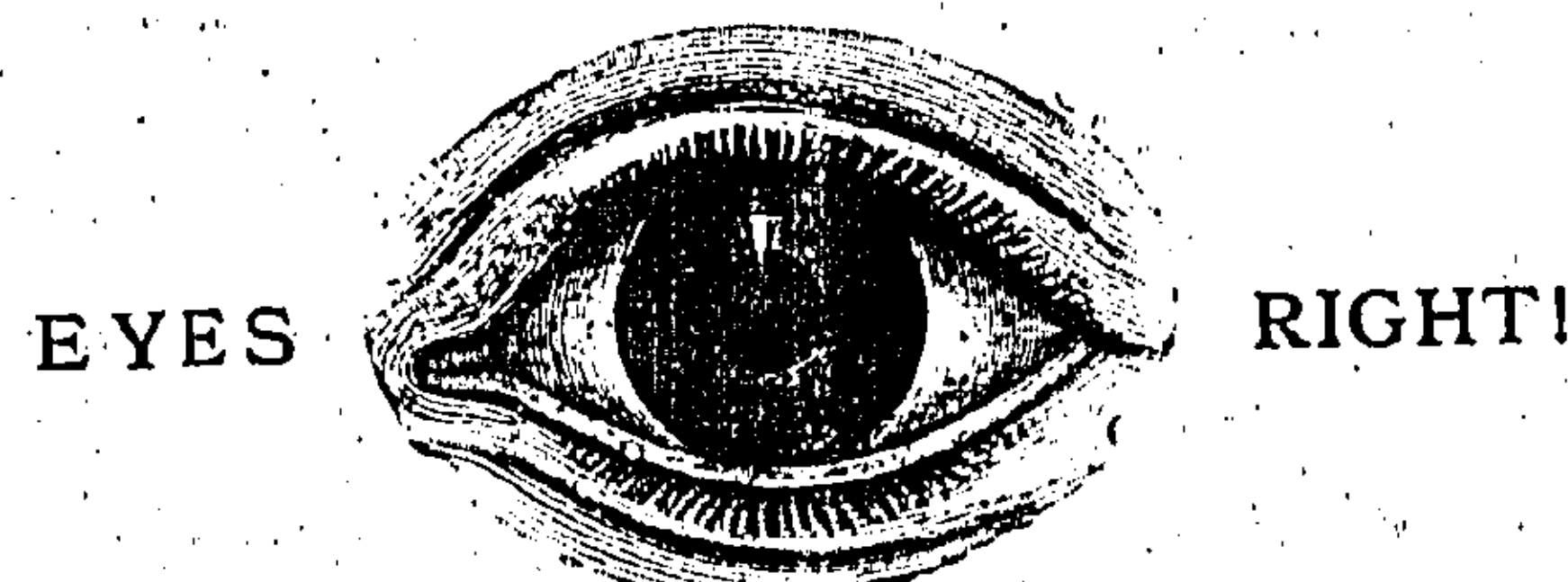
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

139



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

14

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP	JAPAN	Second half June	JAVA PORTS	Second half June
TJILIWONG	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	First half July	JAVA PORTS	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 2nd June, 1906.

115

KWONG SANG & Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. (180)

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

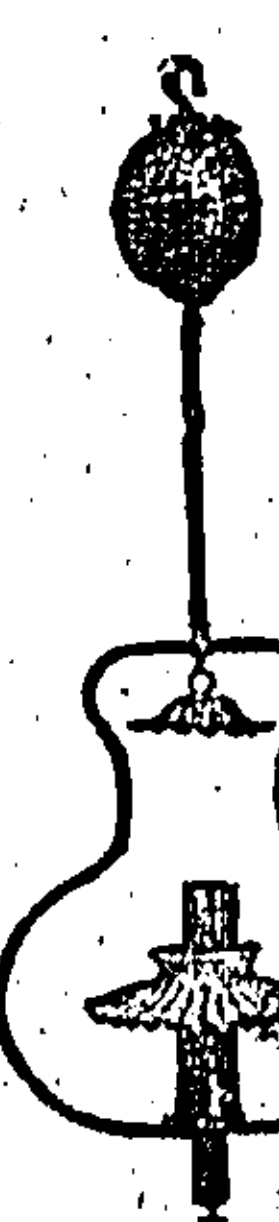
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

FOR SALE.



WELSCH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
 109, Des Voeux Road Central.

Hongkong, 10th April, 1906. (159)

Intimations.

Wm. POWELL,
LTD.,
ALEXANDRA
BUILDINGS,

Des Vaux Road.

NEW
MILLINERY

for

SUMMER
WEAR.

SMART,
DAINTY
and
INEXPENSIVE.

All kinds of

HEADGEAR

made to order.

FASHIONABLE

DRESSMAKING

at

reasonable charges.

CUT,

STYLE

and

FIT

Guaranteed.

A CALL INVITED.

Wm. POWELL, Ltd.,

Drapers, Dressmakers,

Milliners, and Complete

House Furnishers,

Alexandra Buildings,

HONGKONG.

Hongkong, 20th May, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
ERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [539]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
" MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted).
" " in Skins.
" ASPARAGUS.
" VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
" STUFFED OLIVES.
" ANCHOVY in OIL (Bottlers).
ALSO
PASCAL'S ASSORTED SWEETS AND TOFFIES.
Hongkong, 12th May, 1906. [61]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Kossan, Jobert, Velpau
and others, combines the advantages of a powerful
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable short-acting, efficient, and powerful medicine,
the use of which does irreparable harm by laying the foundation of
structure and other serious diseases. In dysentery, piles,
inflammation of the lower bowel, cramps, diarrhoea, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other remedies have been powerless.

THERAPION No. 2 is a re-
markable short-acting, efficient, and powerful medicine,
the use of which does irreparable harm by laying the foundation of
structure and other serious diseases. In dysentery, piles,
inflammation of the lower bowel, cramps, diarrhoea, and
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THERAPION No. 3 is a re-
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THERAPION No. 4 is a re-
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THERAPION No. 5 is a re-
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THERAPION No. 6 is a re-
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THERAPION No. 7 is a re-
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THERAPION No. 8 is a re-
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THERAPION No. 9 is a re-
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the use of which does irreparable harm by laying the foundation of
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inflammation of the lower bowel, cramps, diarrhoea, and
some of the more trying complaints of this kind, it will be
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THERAPION No. 10 is a re-
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the use of which does irreparable harm by laying the foundation of
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some of the more trying complaints of this kind, it will be
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THERAPION No. 11 is a re-
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THERAPION No. 12 is a re-
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some of the more trying complaints of this kind, it will be
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THERAPION No. 13 is a re-
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THERAPION No. 14 is a re-
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THERAPION No. 15 is a re-
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THERAPION No. 16 is a re-
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THERAPION No. 17 is a re-
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THERAPION No. 18 is a re-
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THERAPION No. 19 is a re-
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inflammation of the lower bowel, cramps, diarrhoea, and
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THERAPION No. 20 is a re-
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the use of which does irreparable harm by laying the foundation of
structure and other serious diseases. In dysentery, piles,
inflammation of the lower bowel, cramps, diarrhoea, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other remedies have been powerless.

Intimations.

NOTICE.

LANDING upon the property of **THE**
HONGKONG MILLING COMPANY,
LIMITED, at JUNK BAY, is PROHIBITED
from this date without Written Authority from
the Undersigned.

The portion of the Western Shore of Junk
Bay covered by this Notice, extends for about
two miles from a large marshed 500 yards or
thereabouts South of the Mill Buildings to a
Northerly direction to the stream near the
village, marked CHAN JI on Chart No. 3,279.

A. H. RENNIE & Co.,
General Managers.

Hongkong, 1st June, 1906. [620]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY
OF FRESH WATER for the period of
12 months, commencing 1st July next to H.M.
Naval Yard, Hongkong, or to any of H.M.
Ships and Hired Vessels lying in the Harbour.

Forms of Tender can be obtained on applica-
tion to the ACTING NAVAL STORES OFFICER,
H.M. Naval Yard, Hongkong, and should be
returned not later than SATURDAY, the 16th
June, 1906.

Hongkong, 5th June, 1906. [623]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.
Hongkong, 28th April, 1906. [510]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,

ON
SATURDAY,

the 9th June, 1906, commencing at 2.45 P.M.,
at Day View, Kowloon, (The Residence of
Captain S. W. MOORE),

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,

AND
A FINE SELECTION OF
CANTON BLACKWOOD WARE,
(Particulars from Catalogue).

TERMS:—As Customary.
On view from Friday, the 8th June, 1906.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 5th June, 1906. [621]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON
MONDAY,

the 11th day of June, 1906, at 3 P.M., at their
Sales Rooms, No. 8, Des Vaux Road Central,
THE FOLLOWING

VALUABLE LEASEHOLD
PROPERTY,

situate at Victoria, in the Colony of Hongkong,
viz:—

ALL those PIECES or PARCELS OF
GROUND situate at Victoria aforesaid regis-
tered in the Land Office respectively as the
REMAINING PORTION OF SECTION A OF
INLAND LOT No. 505 and the REMAINING
PORTION OF INLAND LOT No. 505, together
with the Messuages thereon, known as Nos. 54,
56, 58, 60 and 62, Stone Nullah Lane, and
Nos. 4, 6, 8, 10 and 12, Wanchai Road.

Area 3,694 square feet or thereabouts. Term
999 years.

For further particulars and conditions of
sale, apply to—
MESSRS. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,

or to
MESSRS. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 23rd May, 1906. [589]

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,

the 28th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon.

COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-
tuns Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold by order of
the proprietor, Mr. Hereditary Honorary
Citizen Antolj Charlamjewitch Tet-
jukow of Sibirsk.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry system, consists among others of:—

LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smid, Copenhagen).
COOLING INSTALLATIONS (Allg. Elec. Comp.).
ELECTRICAL (Orstein & Koppell).
TRUCKS, &c. &c.

All in all the whole plant is very nearly the
same as the Factory Kjeksdorff, near Malmo
in Sweden.

Specifications of the Machines and Accap-
sories as well as any further information may
be obtained from—

SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUBNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5.

as well as from the Auctioneers,
MESSRS. HUGHES & HOUGH,
Hongkong, 28th May, 1906. [518]

JAPANESE HEROISM.

HUMAN TORPEDO CRAFT.

In his book on "Port Arthur," recently
published, Mr. Ellis Ashmead-Bartlett tells a
story of a captain of the Japanese Army who
tied as many hand grenades about him as he
could conveniently carry, ordered one of his
men to light the fuses, and then hurled him-
self into the trench where the Russians were
buddled together, carrying death and destruc-
tion among them and sacrificing himself, of
course, in this service to his country. A cor-
respondent of the *Telegraph* caps this tale by
one of a handful of young naval officers who
were serving in ships engaged in the attack on
Port Arthur. The difficulty which the Japanese
experienced was to get sufficiently close to the
Russian ships without being observed and fired
at from the vessels or from the shore batteries.
There seemed no means of making the approach,
though the small torpedo craft had been fitted
with funnels which could be folded down on
the deck. In many cases this expedient had
been successful in enabling a mosquito ship to
approach a Russian man-of-war without
attracting attention; the torpedo had been
aimed and discharged, and then with the
subdued cry, "Funnels up," the little craft
had hustled away out of danger at her
best speed. With practice this manoeuvre
came to be performed with good results,
though in the absence of the funnel the
speed during the approach was necessarily
slow; it was, however, stealthy, and at night
the objective was so small as not to court
attention from the Russians. Under special
circumstances which arose this device could
not be employed. What was to be done? In
the emergency five young officers undertook to
act as human torpedo craft well knowing that
in all probability none of them would escape
with his life. After due preparations they left
their ships after darkness had fallen, entered
the water in silence, then took in his charge a
small torpedo which had been made ready.
The tide was running towards the Russian
ships which were to be attacked, and this
assisted the daring exploit. Swimming and
floating as best he could, each officer with his
explosive charge managed to get within easy
range of one of the enemy's ships. Then with
due care and extraordinary deliberation, each
man aimed the torpedo in his charge, took the
plug out, and saw the explosive little ship
speed forward on its mission of destruction.
Only one man survived this exploit which is
surely one of the most extraordinary recorded
in the story of the war.

AUSTRALIA'S NAVY.

TORPEDO FLOTILLA TO BE FORMED.

The long discussed project of a local navy
for the Australian Commonwealth is about to
materialise.

Captain W. R. Crosswell, Director of Naval
Forces to the Australian Government, has been
spending some time in England, obtaining
provisional tenders for torpedo craft.

He has made the rounds of the important
naval building yards on the Tyne and Clyde,
and has now forwarded specifications and
estimates for the construction of four destroyers
and four torpedo-boats to Senator Thomas
Playford, with whom rests the responsibility
of definitely placing the orders.

It is not suggested that this force should in
any way be a substitute to the British Australian
squadron. It will be merely supplementary to it.

Captain Crosswell, in the course of an
interview, very clearly explained the views of
the Australian authorities upon the subject of
the proposed local navy.

TO ASSIST THE EMPIRE'S FLEET.

"Our idea," he said, "is to assist the Imperial
Fleet, and not to supersede it. Our little navy
will stand in the same light to the British Fleet
that a solitary watchman in a warehouse does
to the organised police system."

"We propose to begin by building up a
torpedo flotilla. I am due back in Melbourne
by the middle of June. The estimates will
then come on for discussion, and I think I may
say that the scheme I propose will be adopted.
The additional expenditure incumbent upon
the Commonwealth will be about £100,000 per
annum."

Sir George S. Clarke, of the Imperial Defence
Council, with whom Captain Crosswell has
been in consultation, is understood to favour
this scheme.

At the Admiralty, however, the idea of a local
Australian navy is not regarded with a very
friendly eye.

HINT TO THE COLONIES.

"The colonial authorities would do much
better to spend any money they wish to lay
out upon naval defence in the form of a con-
tribution to the Imperial Fleet," said a well-
known flag officer the other day.

"Australia must be defended in European
waters. The Atlantic Fleet and the Mediter-
ranean Fleet form the real bulwarks to those
far-off shores. Let these forces be defeated
and what is a local navy going to do against an
enemy? Any aggression against the Com-
monwealth must come from Europe. The
colonists themselves scarcely seem to realise
this."

"Their Naval Reserves are a very useful
force, trained under the British Admiralty, but
a few torpedo craft, which they may call their
own by right of purchase, cannot render them
less dependent upon our battle squadrons than
they are at present."

"Nor can Imperial naval defence ever be
localised, for it means the mastery of all the
seas."

The dinner in honour of Lord Milner on Empire
Day was to be one of the most representative
gatherings that have been held in London for
many years past. Mr. Chamberlain, who was
preside, would be supported by distinguished
members of the Civil Service, the Army and
Navy, and indeed every branch of the public
service.

To Let.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAVA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st June, 1906. [72]

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1906. [73]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATTON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 26th April, 1906. [102]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS, AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
(No. 35, DES VAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co.,

Intimations.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.SCOTCH
WHISKIES.
GREAT REDUCTION
IN
PRICES.From this date the prices of our popular
brands of SCOTCH WHISKIES will be as
under—

- A. THORNES BLEND \$11.00
B. GLENORCHY BLEND (A
Fine Soda Whisky) 11.40
C. ABERLOUR-GLENLIVETIA
Fine Peaty Flavoured Whisky 12.50
D. H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 14.00
E. BLEND.
The popular Whisky up the
Far East 15.00
The above prices are strictly net. The
discount of five per cent. previously allowed
on our Whiskies ceases from this date.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
Hongkong, 47th May, 1906.POST CARD
COMPETITION.

To all purchasers at
our Establishment of \$1
and upwards between
June 1st and June 25th
will be given a Coupon
entitling them to enter
the following Competi-
tion. The largest num-
ber of English words
that can be made from
"MARIE BRIZARD."

- 1st Prize:
1 Case Pts. Per-
inet & Fils
Champagne \$56.50
2nd Prize:
1 Case Royal
Old Highland
Whisky - - 24.00
3rd Prize:
1 Case MacIn-
tosh Whisky 10.00

AND
10 CONSOLATION PRIZES.

In the event of ties to
be drawn for. All replies
to be sent on Post-cards
only. Prizes will be dis-
tributed the 30th June
when all cards may be
inspected at our office.

CASH LESS 10%
CREDIT LESS 5%.GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
19, QUEEN'S ROAD CENTRAL.
Hongkong 29th May, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 6, 1906.

INTERPORT SHOOTING TROPHY.

One of the most popular of the interport
sporting events is the annual competition
for the rifle shooting trophy of the
Far East. Since the first of the matches
was fired off in 1889 there has been a
splendid feeling of rivalry engendered be-
tween Shanghai, Hongkong, Singapore and
Penang to secure the highest points in the
round, and it has been counted an honour
to be selected as one of those representing
the home port. In a way the honour was
an empty one, in this respect that there was
no trophy or reward offered for competi-
tion; there was nothing to record the prowess
of the winning teams from year to year—it
was in the true sense a sporting contest, the
reward of the victors being the renown
brought to the port they represented and
the consciousness of duty well done. From
time to time the suggestion has been made
that a trophy should be obtained to keep on
record the names of the winners, together
with the individual and aggregate scores,
which would form a guide to future genera-
tions of riflemen as to what was expected of
them. The matter hung fire, for the simple
reason that many held it to be more sports-
manlike to shoot for the honour of the event
and not for the possession of a trophy. But
human nature craves for recognition by
posterity, and the proposal to have a trophy
which would bear the legend of the victor-
ious team for each year carried the day.
Shanghai riflemen were most energetic in the
matter and it is due to their efforts that this
decision has mainly been arrived. It is now
suggested that the trophy should take the form
of a silver vase mounted on an ebony plinth
which would be capable of bearing thirty
silver medals, on each of which would be en-
graved the name of the winning team for the
year, the names of the victors constituting the
team and the scores. The first medal should
bear the scores, etc., of the winning team in
1889, so that 17 medals would have to be
filled up before the record of 1906 was en-
tered. It is recalled that the winning team
in 1889 was Shanghai, which made 819, and
won by 42 points. They used Martin-Henry
rifles and the competition took place at the
end of November, when the thermometer
was only two degrees above freezing point.
The rules which have been framed for the
maintenance of the trophy are similar to
those in force in other competitions where
a trophy is at stake. It is proposed to dis-
signate the trophy as the Interport Challenge
Trophy. Then from next year the winning
team for each year will see to the engraving
of its shield before handing it on to the
next winning team. Precautions are
laid down for the guidance of the holders
while the trophy is in their possession,
and rules framed for the insuring and pre-
servation of the valuable ornament. Should
the trophy be won by Shanghai it would be
handed over for safe keeping to the chairman
of the Municipal Council; should Hongkong
or Singapore succeed, the trophy will be kept
by H.E. the Governor of the winning port;
while it will go into the possession of the
President Councillor should Penang carry off
the honours. The rules will be submitted
to the various ports and when agreed to they
will be binding each and all. The trophy is
expected to cost about £200, and each port
will contribute an equal share towards its
purchase. Already the public of Shanghai
have been invited to subscribe towards that
port's share of the contribution. The idea is
really an excellent one and should stimulate
popular interest in the annual contest.
There is only one thing we would suggest,
viz., that the members of the successful team each
year should receive medals commensurate
of the event, the cost of such medals to be
borne by equal contributions from the four
competing ports. The trophy will circulate,
it is to be hoped, for half a generation be-
tween the four rivals, but it will eventually
remain here. The victors may pass away
from the Far East, and a memento of the
event when they brought honour and glory to
the port for which they fired might easily be
given them in the shape of an inexpensive
pendant.

LOCAL AND GENERAL.

Of six cases of plague reported to-day two
patients are under treatment.

A REUTER despatch says that President Castro
has proclaimed his decision to retire perma-
nently from the Venezuelan Presidency, but it
is rumoured that the people will demand his
return to power.

ONE coolie and two women were charged this
morning, before Mr. F. A. Hazeland, at the
Police Court, with trespassing on Crown land
in Bowen Road, without authority from the
P. W. D. They pleaded guilty, and their Worship
fined them one dollar each, with a warning.

Two coolies, both bearing marks of violence
about their faces, were charged this morning
before Mr. F. A. Hazeland, with fighting in the
street. "We were not fighting," said one of the
defendants, "we were only playing!" He
could not explain why one of his eyes was
closed. They were fined \$3 each.

A SEAMAN employed on board the American
mail steamer *Minnesota*, and a marine baker,
were jointly charged at the Police Court this
morning, with stealing from on board the ves-
sel, yesterday, nine drums of paint, valued at
\$55. Evidence was heard, and Mr. F. A. Haze-
land sentenced them to two months' hard
labour and six hours' stocks each.

THE Chinese cook on board s.s. *Minnesota*
was charged at the Magistracy to-day, before
Mr. F. A. Hazeland, with stealing five jars of
white sugar, and three of brown, one jar of
cooking-wine and one jar of salad oil, the prop-
erty of the ship, yesterday. His Worship
sentenced the delinquent to undergo a term of
two months' hard labour and six hours' stocks.

THE salvage vessel *Kwanio Maru* will shortly
leave Yokohama for Saghalien, for the pur-
pose of resuming the task of refloating the
sunk Russian cruiser *Novik*, operations
having been suspended since the cold weather
set in last year. It will be remembered that
the *Novik* was sunk off the coast of Saghalien
after the naval battle outside Port Arthur in
August, 1904.

A CURIOUS ground for appeal against a con-
viction was adduced recently in the High
Court at Calcutta. It appears that Mr. G. T.
Rose, the agent there of the S. P. C. A., was
heavily fined for blackmailing carters and
hack-carriage coachmen. He appealed against
the sentence on the ground that he was con-
victed solely on the evidence of carters who
were his accomplices.

A COOLIE stole a bundle of clothing early this
morning from a passenger on board the s.s.
Palshan. On being pursued by a policeman, the
coolie plunged into the harbour. The constable
followed (in a sampán) and dragged the
thief out of the water. Pleading guilty before
Mr. F. A. Hazeland, at the Magistracy this morn-
ing, the coolie was sentenced to three weeks'
hard labour and six hours' stocks.

AN inquiry was held this afternoon at the
Magistracy—Mr. F. A. Hazeland sitting as
Coroner—into the circumstances touching the
death of Wong Tai, who was hanged in goal
early this morning, for the murder of a fellow-
prisoner in the Victoria Gaol some time ago.
Following was the jury empanelled: Messrs.
H. B. Davidson, (foreman), T. Hunter and N.
F. S. Harms. Evidence was heard, and the
jury returned a verdict of death by hanging in
due course of the law.

FOUR truck coolies appeared before Mr. F. A.
Hazeland, at the Police Court this morning,
charged with impeding electric car No.
21 in Connaught Road Central, yesterday, by
running on the line and refusing to leave when
the car sounded its gong. The defendants
pleaded not guilty. It was stated that the de-
fendants, who were pulling a truck on the train
lines, refused to leave the truck when the gong
sounded, and the car had to be brought to a
standstill before they would leave. As the
complainants did not appear in Court, his Wor-
ship adjourned the case until to-morrow for
their appearance.

THE Water Police summoned twenty-seven
masters of coolie boats before Mr. F. A.
Hazeland this morning, for neglecting to
take out licences for their boats. They
all denied the charge, saying that they
possessed receipts for their licence money.
Inspector Langley explained that the object
of neglecting to take out their licences was
to evade the new regulations framed by the
Harbour Master for the prevention of overcrowd-
ing, the old licences expiring in March last,
and defendants had five weeks' in which to renew
their licences. His Worship fined them \$2
each and cautioned the men, ordering them to
go, and get their licences at once, otherwise
they would be summoned again and a heavier
penalty imposed.

Few people can resist a prize-fight between
two who know how to play the game. Britt
and Nelson are "bruisers" who played for the
championship of the light-weight world, the
greatest fight since Bob FitzGerald was on the
stage. Mr. Metzner is in Hongkong with an
elaborate paraphernalia, or rather a complete
cinematographic show, of the whole perform-
ance. He opens at the Theatre Royal on the 9th
inst. In this fight there were 18 rounds, fast
and interesting, and the champion lost. To show
himself he was in the "scrap" it may be
stated that \$48,000 gold was taken at the
door, which is almost equal to the money re-
ceived at a Cup Tie match at the Crystal
Palace. The films are steady and clear, and
the show has proved a grand success in Manila
and Honolulu.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:
On the 6th at 12.10 p.m. Barometric changes
are unimportant in the South. Returns from
the North are entirely lacking this morning.
Pressure is highest over the S. part of the
China Sea and lowest, probably, over China.
S. and S.W. winds, moderate to fresh will
probably prevail in the Formosa Channel and
the N. part of the China Sea.
Forecast:—Fresh S. winds; squally, showery.

CLAIM FOR RENT

AND "SPECIFIC PERFORMANCE."

After we had gone to press last evening, Mr.
Pollock continued his argument, re the inden-
nity, and said that an indemnity was never half
so good in these cases as the joinder of the
mortgagees, for then the purchaser or lessee
is always at risk of having to be involved,
possibly, in all sorts of actions. As regards the
negotiations, arrangements and agreements
over the matter, Bisney was throughout the
representative of Ho Tung. Granted that in
this case he took commission from both sides,
but he was really Ho Tung's broker, and had
put through transactions for him for years past,
and therefore all his arrangements and prom-
ises were binding on Ho Tung. Bisney
gave all the instructions to Deacon, Looker
and Deacon, Chang Shan Koo made his first
complaint that he could not get possession of
the whole of the premises in March. It had
been led to expect that he would have
full possession in February. The presence
of the *Daily Press* must naturally interfere
with the progress of the repairs which
should have been completed in June, but were
not finished till December, and he would submit
that the plaintiff had no case, and he would ask
his Lordship to dismiss the suit with costs.

His Honour said that before hearing Mr.
Sharp, he might say that he thought he was
entitled to his chief point—the claim for spe-
cific performance of the agreement to lease,
and so he would not ask to hear him on that
point, but the question of the repairs, the inden-
nity, and the rent must be dealt with.

Mr. Sharp then reviewed the evidence of
Mr. Ho Tung and Mr. Bisney, which has been
fully reported in these columns, and then criti-
cised the evidence of Chang Shan Koo and
his servant. "As to Chang Shan Koo's pleading
ignorance of the two mortgages, what did he
suppose the indemnity was offered for? Learn-
ed counsel would submit that Chang Shan Koo
was as fully acquainted with all the facts and
circumstances of the deal then as he is now
to-day. His letters showed it; his evidence
showed it. Mr. Ho Tung had made consid-
erable concessions, and a tenant who was
given six and a half months' in which
to make alterations in premises, before he was
to be called upon to pay rent, was treated in
a perfectly generous spirit. He contended that
there was nothing in the agreement that the
repairs were to be completed by 1st July. The
parties simply agreed, one to take the premises
to be repaired for sub-letting, and the other to
give that party six and a half months' rent free
possession of the premises for the purpose of
the repairs. The repairs might take a year or
two years, but that would not affect the rent-
free period of six and a half months, and he
would submit that the defendants had no case
and he would ask for judgment with costs.

His Honour intimated that the only point
he had really to further consider was what
amount of damages was really caused by the
failure on the part of the *Daily Press* to move
on the 1st July. He would consider that
and give his decision at 10.30 a.m. to-day.

THE DECISION.

This morning, on taking his seat, his
Honour said he had considered the point,
and he was of opinion that defendant was en-
titled to have possession of the main building
by the 1st July, and he therefore held that the
defendant was entitled to damages, and as he
could not define the amount it must be left to
the agreement of the parties.

Mr. Sharp said it would be impossible for
them to agree, and he thought that, that being
so, they had better be heard further. The
contract for alterations was entered into in
March, and the defendant clearly knew that the
premises would not be vacated in early July.
As regards the premises, they were divided into
three parts—the front shops were not interfered
with, and no damages could be charged as re-
gards them. The second portion was the *Daily
Press* premises, and under the agreement there
could not be any damages there. As regards the
upper floors the defendant had placed himself
in such a position that he could not let them
until October; the plaintiff could not be
charged with anything there. The three and a
half months allowed for the repairs would
bring it into the middle of November. As
regards the \$2,000 claimed by the defendant in
his counter-claim, it must be borne in mind
that that was the rent of the whole premises.
Therefore the plaintiff, under his Lordship's
view, could only be held liable for not having
cleared out the *Press* on the first of July. But
the defendant, by the contract he entered into
for the alterations, rendered himself unable to
let the premises till October.

Mr. Pollock said there was no doubt that
the presence of the *Daily Press* did retard
the progress of the alterations, except only as
regards the front shops. A staircase had to
be built, but this could not be erected as it had
to be erected from the *Daily Press* premises,
and so long as they were in occupation of the
premises the defendant could not erect that
staircase, and so he could not hope to com-
plete the repairs and alterations until 15th
November. Obviously one cannot occupy the
upper floors of premises without a staircase.
The defendant was anxious to have the pre-
mises in a position to be occupied by tenants
as early as possible, and he would submit that
on account of the position of the *Daily Press*
on the premises the defendant was certainly
entitled to the four and a half months' rent
claimed.

His Honour said he would look through the
plans and consider the point further, reserving
his decision. The question of costs will, of
course, be considered after the question of
damages has been settled.

Mr. Sharp: Has your Lordship delivered
judgment?
His Honour: Oh! yes, yes. The judgment
is for the plaintiff, with the reservation of the
question of rent and damages, which I will
consider.

THE LI SHING CASE.

CLAIM FOR PARTITION.

In Original Jurisdiction this morning, his
Honour Sir Francis Pigott, Chief Justice,
presiding, Li Po Kwai and another sued Li
Ling Shi and another for (a) one-sixteenth
part of Marine Lot No. 239 and Inland Lot
No. 2355, and (b) an account of rent and
profits collected thereon.

Mr. M. W. Slade, instructed by Mr. John
Hastings, appeared for the plaintiffs, and Hon.
Mr. H. E. Pollock, K.C., and Mr. E. H. Sharp,
K.C., instructed by Mr. R. Harding, of Messrs.
Ewens, Harston and Harding, appeared for
the defendants.

Mr. Slade said that this was the result of an
action brought in 1904.

The parties to this action were Li Po Kwai
and Li Shun Fan versus Li Ling Shi and Li
Po Lung.

The plaintiffs reside at Victoria, and are sons
of Li Chit, deceased, who was a brother of Li
Sing, deceased, and who was during his life-
time a partner with Li Sing, in the firm of Lai
Hing. The defendant Li Ling Shi was the
executrix of the will of the said Li Sing,
deceased, and the defendant Li Po Lung
is one of the sons of the said Li Sing,
deceased, and both reside at Hongkong.
The said Li Sing was the principal and
managing partner in the Lai Hing firm. On
the 1st April, 1903, the plaintiffs purchased
from the said Li Sing, deceased, the entire equi-
table interest in one-sixteenth undivided part
of the lots of land registered in the Land
Office as Marine Lot No. 239, and Inland Lot
No. 2355. The said Li Sing, who was the legal
owner of the land, and trustee as to the one-
sixteenth part thereof for the person entitled
under the will of Tam Sai Tong, deceased, on
or before the 1st April, 1903, agreed to pur-
chase the said equitable interest from Tam
Hok Po, the executor of the said Tam Sai
Tong, deceased, and on the said 1st April,
1903, the respective purchases of the said Li
Sing from the said Tam Hok Po, and of the
plaintiffs from the said Li Sing were completed
by the payment of \$10,874.95, by the plaintiffs
to the said Tam Hok Po, and by the plaintiffs
assuming the liability of the said Tam Hok Po
to the said Lai Hing firm in respect of a debt
of \$3,868.23, then owing by the said Tam Hok
Po as executor of the said Tam Sai Tong
deceased, to the said Lai Hing firm, which said
debt of \$3,868.23 and the interest accrued
thereon was settled by the plaintiffs paying
to the said Lai Hing firm on the 15th
April, 1903, the sum of \$3,481.46, the said
Lai Hing firm giving the plaintiffs credit for
\$738.77, being the plaintiff's one-sixteenth share
of the rents and profits received by the said
Lai Hing firm on behalf of the plaintiffs for
the Chinese year ending 18th February, 1903.

On the 30th April, 1903, by an assignment
made between the said Li Sing, deceased, and
the defendant Li Po Lung, and other parties
not material to this action, after falsely reciting
that the said land was in fact the sole property
of the said Li Sing, deceased, in consideration
of the natural love and affection of the said Li
Sing, deceased, for the defendant Li Po Lung,
the said Li Sing, and the other parties assigned
the said land to the said Li Po Lung, free from
all encumbrances. The said assignment was
made without the knowledge of the plaintiffs.
On the 8th May, 1903, the said Li Sing died,
leaving his will, dated the 8th May, 1903, by
which he appointed his eldest son, Li Po Kwong,
and the defendant Li Ling Shi, his executor and
executrix respectively, and divided the residuum
of his estate into eight parts, one of which he
bequeathed to each of his sons including the
said defendant Li Po Lung. The said will was
proved in this Court by the said Li Ling Shi
alone on the 9th November, 1903.

In the year 1901 the said Lai Hing firm,
which for many years had managed the prop-
erty on behalf of the legal and equitable
owners thereof, accounted to the plaintiffs for
the rents and profits of the said one-sixteenth
part thereof, as mentioned above, but since the
year 1901 the plaintiffs have not received any
payments in respect of the said sixteenth part
of the said property from the said Lai Hing
firm, or the defendants, or either of them, and
the defendants deny that the plaintiffs are
entitled to any interest in the said property.
The plaintiffs therefore claim (1) a declara-
tion that the plaintiffs are entitled to one six-
teenth part or share and interest in the said
land registered in the Land Office as Marine
Lot No. 239 and inland lot 2355; (2) an account
of the rents and profits of the said land; (3)
payment of what may be found due to the
plaintiffs on the taking of such account, and
(4) such further and other relief as to the Court
might seem fit, and the costs of this action.

Mr. Slade said that the defence he under-
stood would be a general denial of the plain-
tiffs' right to the property or any part thereof.
The defendants in their statement of defence
had committed a distinct breach of the rules of
pleadings, and therefore it was impossible for
the plaintiffs to know exactly what their de-
fence really was.

The rules of pleadings required that each in-
dividual allegation contained in a statement of
claim must be either specifically admitted or
specifically denied by the defendant in his
statement of defence. Here he contended him-
self with a general denial, which is not suffi-
cient, so that if ever there was a breach of the
rules here was one. One of the material omis-
sions in the admission or denial of the payment
of the purchase money. The plaintiffs allege
that they paid certain monies as purchase money
for the one-sixteenth share of the property.
The defendants do not deny the payment of
money, but they do deny the sale. The facts
were somewhat complicated, but learned coun-
sel would unravel them and make them clear
by the evidence he would adduce. In 1884,
Marine Lot 239 was purchased by the Lai Hing
firm. The Lai Hing firm held three-fourths of
the lot. It was a large property at that time,
and there were no profits coming out of it, but a
large sum of money was spent on it to develop
it and build up the premises thereon. In 1895,
this Marine Lot was agreed to be divided
into Marine Lot No. 239 and Inland Lot 2355.
This was not merely a division but an alteration
of boundaries, by which the owners of the
maritime lot gave up a portion of their lot and
received a portion of the inland lot. A street
was to be laid out, but it has never been done,
and the defendants are therefore in occupation
of a portion of the lots to which they have no
right.

There is no Crown lease of the lots as they
have not fulfilled the terms of the agreement,
after which they were to have obtained two new
Crown leases.

The case is proceeding.

TROUBLE ON BOARD A
STAMPER.

SEAMEN'S SERIOUS ALLEGATION.

The case was continued at the Police Court
this forenoon, before Mr. C. A. D. Melbourne,
in which Captain Grant of the s.s. *Earl of
Carrick* summoned seven members of his crew
for refusing to obey his lawful commands on
the high seas on May 29.

The defendants entered a plea of "not guilty."
Mr. R. F. C. Master, of Messrs. Johnson,
Stokes and Master, appeared for the prosecution,
the defendants being unrepresented. Inspector
Langley watched the case for the Police.

Mr. Master said that the vessel left Newcastle
on May 9th for Hongkong with coal. When
off Luzon, on May 29th, the first officer
went forward and found three men seated
on the foredeck of the ship and they refused
to go on deck, consequently they missed
a watch. The others also refused to work. This
refusal on the part of the defendants caused
great inconvenience on board.

Captain A. D. Grant, of the s.s. *Earl of
Carrick*, said that the vessel left Newcastle on
May 9th last, laden with coal. On May 29th,
at 8 a.m., the first three defendants refused duty
that morning, giving as an excuse, that they
had no sleep during the night. They com-
plained that the forecabin was too hot to sleep
in and was also infested with bugs. T. Owen,
the first defendant, who appeared to be the ring-
leader, asked why witness should have the men
work when they had not proper rations, and as
he had not slept for 28 hours he would not
resume duty until he had rest. He stated that
since he had joined the ship he was treated
like a pig. Owing to the refusal of duty
by the defendants, and having no one
on deck, witness was compelled to put the
third officer at the wheel until the boatswain
had had breakfast, when he relieved the
third officer, and the carpenter subsequent-
ly relieved him. Later on the same day the
fourth and fifth defendants, who were on deck
the whole day and off during the night, went
to work and knocked off for breakfast, after
which they refused to turn to, saying that they
had had no rest, and did not feel fit for work.

An hour later the sixth defendant, a fireman,
and the seventh defendant refused to do any
more work, leaving the stokehold for the fore-
cabin. In the stokehold, the engineers had to
go on double watches, and then had to assist
the steward, who also gave a hand in the
stokehold.

Cross-examined: Witness personally told the
first five men to return to work, but they
refused. Any refusal like this upsets the
working of a ship. Witness thought that the
reason the men complained of no sleep was
because the awnings of the ship were removed
and they had to sleep without them. Witness
did not go to the forecabin for the past few days,
but the other officers did.

By Defendant: Defendants asked witness to
go and inspect the forecabin, but witness did not
go. A complaint was also made to witness
that the bread was sour. Defendant also asked
witness to go and inspect the forecabin as the place
was leaking and infested with bugs. Witness
denied that the first defendant showed him any
wet bedding. Witness could not count the
number of men that ran away from his ship.
Witness denied ordering the men to clear off
the ship, saying he wanted Chinamen as they
were cheaper.

The sixth defendant: Why, if we are well
treated on board, did men prefer to run away,
leaving their clothing and money behind, or go
to gaol, sooner than be ill-treated on board
ship? Why did two men jump overboard,
both on the outward and homeward trip,
recently?—No answer from the captain.

John Watson, chief officer, s.s. *Earl of
Carrick*, gave corroborative evidence support-
ing the evidence of the captain.

Other evidence was called, and the case
adjourned for tiffin.

John Macfarlane, second engineer, s.s. *Earl of
Carrick*, was severely cross-examined by
the sixth and seventh defendants. The case
for the prosecution being over, the first de-
fendant said he came off duty on the 29th,
at 4 a.m., and afterwards he left for his bunk
going into his bunk he could not sleep
owing to vermin and the damp condition of
his bedding, because of the absence of an awning
to the ship. He then got out his rain proof
coat to keep himself dry. The only place they
could rest was either on deck—when it was not
rough—or in the coal bunk. They complained
to the captain who said he would look at it,
but he has not been there yet. Even last night
witness had to sleep in the rain on deck, as the
carpenter was like a sieve. Defendant con-
cluded that he had been 24 years at sea, ten
years of which he was in the Royal Naval
Reserve. During that time he never got into
trouble.

A witness for the defence said that witness
did make a complaint about the filthy state of
the forecabin. The captain never visited that part
of the ship, except on one occasion, when they
washed the forecabin with caustic, which livened
up the vermin a bit.

Case proceeding.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tourane*) 11th inst.
Canadian (*Empress of India*) 12th inst.

The s.s. *Prometheus* left Singapore for Shang-
hai direct.

The P. M. S. Co.'s s.s. *Korea* arrived at
San Francisco on 29th ult.

The s.s. *Mannan* will leave Singapore for
Shanghai direct, on 7th inst.

The s.s. *Sithonia* left Shanghai on 4th inst.,
at 10 a.m., and may be expected here on 7th at
daylight.

The Java-China-Japan Lijn s.s. *Tjilatjap* left
Macassar for this port on 5th inst., and may be
expected here on 13th inst.

The Java-China-Japan Lijn s.s. *Tjilatjap* left
Kobe via Moji and Amoy for this port on
2nd inst., and may be expected here on 16th inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	6th June.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ORESTES"	28th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	5th July.
GLASGOW and LIVERPOOL	"ASTVANAX"	12th "

The S.S. "Prometheus" left Singapore for Shanghai direct.
The S.S. "Memnon" will leave Singapore for Shanghai direct on the 7th instant.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th June.
GENOA, MARSEILLES & L'POOL	"HYSON"	26th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	10th "
GENOA, MARSEILLES & L'POOL	"PATROCLUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	8th June.
	"OANFA"	7th July.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	14th June.
	"TEUCER"	13th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th June, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	8th June.
SHANGHAI, CHEFOO & NEUCHANG	"KWEIYANG"	8th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"HUICHOW"	9th "
SHANGHAI	"SHAOHSING"	10th "
MANILA	"TAMING"	12th "
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	13th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	27th "

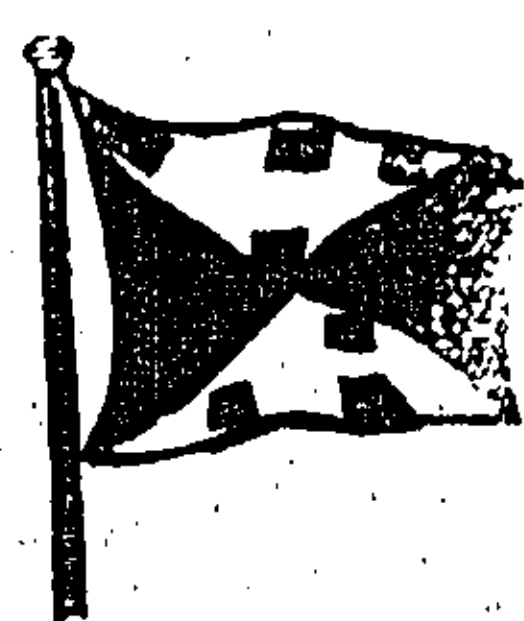
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th June, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and ships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd June, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "ANGLO SAXON" 10th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 31st May, 1906.

Dentistry.

Dr. M. H. OHAUN.	TBIN TING.
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY. 37, Des Voeux Road Central. From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1905.	LATEST METHODS OF DENTISTRY. —STUDIO AT NO. 14, D'AGUIAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 10th July, 1904.

Shipping—Steamers.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"APPALACHEE"

will be despatched for the above Ports, about
the 16th of June.For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th May, 1906. [510]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRASAMHA,"

Captain Wilkes, will be despatched as above, on
or about the 30th June next.If sufficient inducement is offered.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 31st May, 1906. [515]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.M.R.

This Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$8; 2nd Class, \$4; 3rd Class, 50 cents.On and after Sunday, 20th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.All Meals can be supplied on Board at \$1
each Meal.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.S.M. WANG CO.
Agents.

Hongkong, 10th May, 1906. [17]

FOR KOBE, VLADIVOSTOCK AND
NIKOLAJEWSK.

THE Steamship

"JASON,"

Captain E. Fey, will be despatched for the above
Ports, TO-MORROW, the 7th instant, at Noon,
instead of as previously advertised.The Steamer has splendid accommodation
for Passengers.HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th June, 1906. [522]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain E. Fey, will be despatched for the
above Ports, TO-MORROW, the 7th instant,
at 3 P.M., instead of as previously advertised.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 6th June, 1906. [511]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD.
"KWONG TUNG" 1,300 R. RAMSEY.Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4.
Meals \$1 each.Also
Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.FARES:—1st Class single \$3 with cabin \$3.00.
return \$3 " 5.00.
2nd Class single \$1, return " 1.50.Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is nearly in front
of the new Western Market, opposite the old
Harbour Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 22nd May, 1906. [18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"FAUSANG"	THURSDAY, 7th June, 4 P.M.
SHANGHAI	"TUNGSHING"	FRIDAY, 8th June, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 8th June, 4 P.M.
SHANGHAI	"YIKSANG"	SATURDAY, 9th June, 4 P.M.
SHANGHAI	"WAISHING"	SATURDAY, 9th June, 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	"KUTSANG"	TUESDAY, 12th June, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th June, 1906. [6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	June 6th.
"NICOMEDIA"	4,379	Wagemann	June 21st.
"NUMANTIA"	4,379	Feldmann	July 14th.
"ARABIA"	4,483	Metzenhain	

The S.S. "Nicomedia" arrived at Yokohama from Portland on May 30th, and is due to arrive
here about the 11th instant.Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND
YOKOHAMA:

THE Company's Steamship

"TOURANE,"

Captain Girard, will be despatched as above,
on or about MONDAY, the 11th instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th June, 1906. [11]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 30th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.M.Z.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in state-rooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th June, 1906. [62]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above,
on or about 6th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th June, 1906. [554]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies.)STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANGHaving connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, alsoVENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
on SATURDAY, the 9th instant, at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 5th June, 1906. [624]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 6th instant, will be
landed at Consignees' risk and expense into
Godowns.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th June, 1906. [16]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 11th instant, at
9.30 A.M.All Claims must reach us before the 16th
instant, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 5th June, 1906. [2]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 1st June, 1906, per 5 Mds.

BUTCHER MEAT.

Beef, sirloin & prime cut—Mei Lung Pa B
" Corned—Ham Ngau Yuk
" Roast—Shiu
" Breast—Ngau Lam
" Soup, Tong Yuk
" Steak—Ngau Yuk Pa
" Serjion—Ngau Lau
" Sausages—Ngau Yuk Chung
" Bullock's Brains—Know
" Tongue fresh—Ngau Li
" Corned—Ham Ngau Li
" Head—Ngau Tau
" Heart—Ngau Sum
" Hump, Salt—Ngau Kin
" Feet—Ngau Kerk
" Kidneys—Ngau Yiu
" Tail—Ngau Mei
" Liver—Ngau Con
" Tripe (undressed)—Ngau To
" Calves' Head and Feet—Ngau-chai-
tau-keok
" Mutton Chop—Yeung Pai Kwat
" Leg—Yeung Pei
" Shoulder—Yeung Shau
" Pigs' Chittlings—Chi cheong
" Brains—Chi Know
" Feet—Chi Kerk
" Fry—Chi Chak
" Head—Chi Tau
" Heart—Chi Sum
" Kidneys—Chi Yiu
" Liver—Chi Kon
" Pork, Chop—Chi Pai Kwat
" Corned—Ham Chu Yuk
" Leg—Chu Pei
" Fat or Lard—Chu Yau
" Sheep's Head and Feet—Yeung Tau
" Keok
" Heart—Yeung Sum
" Kidneys—Yeung Yiu
" Liver—Yeung Con
" Sucking-Pigs, To Order—Chu Chai
" Suet, Beef—Sang Ngau Yau
" Mutton—Sang Yeung Yau
" Veal—Ngau Chai Yuk
" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai
" Capons, Large, Small—Sin Kai
" Ducks—Ap
" Doves—Pan Kau
" Eggs, Hen—Kai Tan
" Fowls, Canton—Kai
" Hainan—Hoi Nam Kai
" Geese—Ngo
" Geese, Wild Shanghai—Sheung Hoi Ye
" Goose, Wild Shanghai—Sheung Hoi Ye
" Muskrat—Wong Keng
" Hare—Tu Chai
" Partridge—Che Khoo
" Pheasant—Shan Kai
" Pigeons, Canton—Pak Kup
" Ho-ho—Ho-ho Pak Kup
" Quail—Um-Chun
" Rice Birds—Wo Fa Cheuk
" Snipe—Sa Chuk
" Turkeys, Cock—Fo Kai Kung
" Hen—Na
" Wild Ducks, Shanghai, Sui-ap
" Teal, Shanghai, Sui Ap Chai
" Wild Ducks Canton—Sang Shing Sui
" Ap

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah
" Chi Chai
" Beans, (French) Macao—Oh Moon Pin
" Tau
" Beans, (French), Shanghai—Sheung Hoi
" Pin Tau
" Beans, Sprout—Ah Choi
" Beans Long—Tan Kok
" Beet Root—Hung Choi Tau
" Brinjals, Green—Cheng Yuen Ker
" Brinjals, Red—Hung Ker
" Brassica—Pak Choi
" Bamboo Shoots—Chook Shun
" Cabbage, Chinese, com.—Kai Choy
" Cabbage Root—Kai Lan Tau
" Cabbage, (Shanghai)—Yeh Choi
" Cane Shoots, bunch—Kau Shun
" Cauliflower, Large size—Tai Yeh Choi
" Cauliflower, Medium size—Cheung Yeh
" Choi-fa
" Cauliflower, Small size—Sai Yeh Choi-fa
" Carrots—Kam Shun
" Celery, Chinese—Tong Kan Choy
" Celery, English—Yeung Kan Choy
" Celery, White—Pak Yeung Kan Choy
" Chillies Dried—Con Lat Chiu
" Red—Hung Fa
" Green—Cheng Lat Chiu
" Curry Stuff, English—Kai Lee Choi Liu
" Cucumbers—Cheng Kwa
" bitter Squash—Fu Kwa
" Garlic, Suen Tau
" Ginger, young—Sun Tai Keung
" old—Lo Keung
" Horse Radish, Shanghai—Lik Kan
" Indian Corn—Suk Mai
" Lettuce—Yeung Sang Choi
" Water Chestnuts—Ma Tai
" Mandarin—Kwai Lum Ma Tai
" Mushrooms Fresh—Sang Cho Kho
" Onions, Bombay—Yeung Chung Tau
" Green—Sang Chung
" Shai—Sheung Hoi Chung Tau
" Japan—Yat Poon
" Okra—Mo Kar
" Parsley, English—Yeung Un Sai
" Grapes—Fai
" Green Peas—Cheng Tai
" Potatoes, Sweet—Fan Shu
" Shanghai—Sheung Hoi Shu
" Tsai
" Japan—Yat Poon Shu Tai
" American—Fa Ki
" Foochow—Tik Chau Shu Tai
" Macao—Oh Moon
" Pumpkin—Toong Kwa
" Radish—Hung Lo Pak Tai
" Rhubarb
" Shallots—Con Chung Tau
" Spinach (Chinese)—Faw Choi
" Spinach—Yin Choi
" Tomatoes—Fan Ker
" Taro—Wo Tau
" Turnip, Fan-ti (Long)—Low Pak
" English—Yeung Low Pak
" Vegetable Marrow—Chi Kwa
" Water Cresses—Sai Yeung Choi
" Cauliflowers—Lan Kok
" Lily Roots—Lin Ngau
" Yam—Tai Shu

MAGNITUDE OF BRITISH EMPIRE'S TRADE.

£1,305,281,000 OF GOODS BOUGHT AND SOLD IN A YEAR.

The magnitude and significance of the figures regarding the trade of the British Empire, given in a Board of Trade return just issued under the title "Statistical Abstracts from the British Empire," can hardly be exaggerated. It shows that the total trade of the British Empire in the year 1904 was £1,305,281,000.

Dividing the over-sea trade into sections, 73.3 per cent. of it was foreign countries; 26.7 per cent. of it was between different parts of the Empire.

The following table shows what we bought from different countries and what we sold to them.

UNITED STATES	IMPORTS	EXPORTS
United States	£174,817,000	£74,000,000
France	55,621,000	41,088,000
Germany	46,075,000	63,304,000
Holland	36,461,000	14,752,000
Russia	33,971,000	17,267,000
Belgium	32,648,000	23,080,000
Argentina	24,015,000	14,598,000
Norway and Sweden	16,601,000	9,359,000
Egypt	16,317,000	14,264,000
Denmark	16,114,000	4,267,000
Italy	15,709,000	6,935,000
Japan	4,875,000	12,802,000
China	4,326,000	15,650,000

The British Empire imported £31,200,000 worth of meat from foreign countries; it exported £900,000 worth. It imported £1,500,000 worth of animals for food, and exported animals worth £600,000. It imported £3,900,000 worth of grain, and its exports were £1,500,000. It paid £200,000 for wines and spirits; it paid £4,000,000 for tobacco, and sold tobacco for £800,000.

TRADE WITHIN THE EMPIRE.

The United Kingdom imported from British possessions goods worth £1,500,000. Of this amount, £544,466 was for food, drink, and tobacco; £397,753 was for bullion and specie.

For the British possessions the United Kingdom sold goods worth £1,500,000, of which over 100 millions were for manufactured articles, "including ships."

The Empire owns 9,469,333 tons of steamships and 2,729,668 tons of sailing vessels.

The relative importance of the great ports of the Empire may be judged from the following list of tonnage of all vessels entered during 1904:

Port	Tonnage
London	10,720,210
Hongkong	10,724,063
Liverpool	7,986,482
Singapore	5,908,852
Ceylon	5,195,822
Cardiff	4,795,240
Gibraltar	4,402,552
Malta	3,986,502
Capetown	3,656,469
Aden	2,847,649
Penang	2,442,715
Southampton	2,000,000
Natal	2,185,558
Calcutta	1,751,120
Bombay	1,666,871
Glasgow	1,566,478

The diamonds produced in the Empire were worth £6,451,000. Of these, £4,893,432 came from Kimberley, £1,635,395 from British Guiana, and £1,620 from Australia.

It is surprising at the first blush to find that £53,925 worth of gold was dug up in the United Kingdom. The total production was £17,700,000, of which 16 millions came from the Transvaal and Australia, 33 millions from Canada, 21 from India, and nearly two millions from New Zealand.

The Empire produced 12,600,000 gallons of wine; 383 million pounds of tea, and 57 million cwt. of raw sugar.

Shipping.

Arrivals.

Amigo, Ger. s.s., 771, N. Baltzer, 5th June, — Hoilow 31st May, Sugar and Wood.—J. & Co.	
Hutchow, Br. s.s., 1,217, Wm. B. Brown, 5th June, — Tientsin 28th May, Chefoo 30th, and Swatow 4th June, Gen.—B. & S.	
Elisabeth Rickmers, Ger. s.s., 1,030, W. Botsch, 5th June, — Kolschiching 29th May, Rice and Wood.—B. & S.	
Aeon, Br. s.s., 2,200, Downes, 5th June, — Sydney 11th May, Coal.—M. M.	
Elax, Br. s.s., 2,012, E. S. Baker, 5th June, — Apt-Apt 28th May, Bulk Petroleum.—Asiatic Petroleum Co.	
Tosa Maru, Jap. s.s., 3,500, K. Kato, 5th June, — Singapore 31st May, Gen.—N. Y. K.	
Shaohsing, Br. s.s., 1,307, F. D. Northcombe, 6th June, — Shanghai 2nd June, Gen.—B. & S.	
Haitan, Br. s.s., 1,183, J. S. Roach, 6th June, — Poonchow 3rd June, Amoy 4th, and Swatow 5th, Gen.—D. L. & Co.	
Taikosen Maru, Jap. s.s., 1,097, T. Ota, 6th June, — Kuchino 31st May, Coal.—M. B. & Co.	
Monmouth, Br. cruiser, 9,800, J. A. Tuke, 6th June, — London 12th Mar., and Singapore 31st May.	
Choyang, Br. s.s., 1,424, T. W. Selby, 6th June, — Chinkiang and Shanghai 31st May, and Swatow 5th June, Gen.—J. M. & Co.	
Dangi Maru, Jap. s.s., 1,568, S. Tawami, 6th June, — Swatow 5th June, Gen.—O. S. K.	
Paklat, Br. s.s., 1,017, H. Denies, 6th June, — Bangkok 31st May, Rice and Wood.—B. & S.	
Aldershot, Br. s.s., 1,354, W. W. Adam, 6th June, — Saigon 1st June, Rice.—D. & Co., Ltd.	

Clearances at the Harbour Office.

Falk, for Bangkok.
Prometheus, for Swatow.
Shaohsing, for Canton.
Choyang, for Canton.

Departures.

June 6.
Zieten, for Shanghai.
Prinz Waldemar, for Yokohama.
Helene, for Hoilow.
Heim, for Bangkok.
Hutchow, for Canton.
Chihli, for Shanghai.
Rein, for Rajang.
Hoober, for Amoy.
Hanoi, for Haiphong.
Jacob Olsen, for Hoilow.
Aragonia, for Portland, Or.

Passengers arrived.

Per Hutchow, from Tientsin, &c.—Mr. Barrett.
Per Shaohsing, from Shanghai — Mrs. Templemore and child.
Per Haitan, from Coast Ports — Miss Balcham, Messrs. Wanders, Thomas, Manuel Fuente, Sutherland, Rosario, Dr. Horo, and 166 Chinese.
Per Paklat, from Bangkok — Messrs. H. Schell and Koltraba.

Passengers departed.

Per *Alouette*, for San Francisco, &c.—Capt. H. Leonard, Miss Cora Richards, Mr. and Mrs. H. Post, Mr. L. E. Pennin, Mr. W. Y. Kwai Fung, Miss E. B. Gibbs, Messrs. R. H. Dris, Raleigh Dawne, Mrs. C. Harris, Mr. A. G. Dunham, Rev. and Mrs. I. Bell, Mr. A. G. Hoanin, Viscount Makino, D. Hatanu, Mr. M. R. Crookes, Mr. and Mrs. Chin Foin, Miss Mee Chen Messrs. M. Che Hing, C. Humphreys, A. Boyd, Mrs. M. Floral, Messrs. E. Barnard, Loo Fong, Tsan Hoi Cho, Tsan Shin Po, Miss B. H. Gertsch, Rev. Rob. E. Brown, Mr. and Mrs. C. C. Cohen, Miss C. L. Danford, Capt. S. M. Hubbard, Messrs. J. Fugate, B. M. Caldwell, A. J. White, Miss Gallagher, Messrs. W. J. Bennett, P. V. Dudley, D. J. M. Sim, H. D. Cooke, U.S.N., Lieut. J. R. Thompson, U.S.N., Mr. O. C. B. Wimbush, Henry Curtiss, Mr. and Mrs. Lowenstein and infant, Major and Mrs. S. A. Wolf, U.S.A., Messrs. R. J. Topin, V. Romano, Mrs. M. E. Manson, Mrs. N. J. Nault, and Mr. Perlethier.

Shipping Reports.

Str. *Hutchow* from Tientsin, &c.—Fresh N.W. winds from Chefoo to Swatow, thence to port fresh S.W. A Swatow Customs express, of 4th inst, states a devil fishing gun in Lat. 22° 37' N. Long. 116° E.

Str. *Haitan* from Coast Ports — Foochow to Amoy light variable winds, smooth sea and fine clear weather; thence to Swatow light to moderate S.W. winds and hazy weather, smooth sea; thence to port moderate to fresh S.W. winds, and showery weather.

Vessels in Port.

Amiral Exelmans, Fr. s.s., 3,144, Gen. 1st June, — from Takow, Gen.—M. M.
Andree Rickmers, Ger. s.s., 1,200, Chr. Kumpel, 3rd June, — Bangkok 27th May, Rice.—B. & S.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 30th May, — Calcutta 14th May, Penang 21st, and Singapore 25th, Gen.—D. S. & Co., Ltd.
Brand, Nor. s.s., 1,520, M. Evensen, 28th May, — Saigon 23rd May, Rice.—S. W. & Co.
Capri, Ital. s.s., 2,717, G. Belsito, 4th June, — Bombay and Singapore 29th May, Gen.—C. & Co.
Carl Diederichsen, Ger. s.s., 985, H. Schlaikier, 3rd June, — Haiphong 30th May, and Hoilow 2nd June, Gen.—J. & Co.
Changshai, Br. s.s., 1,463, T. Moore, 3rd June, — Australia and Manila 30th May, Gen.—B. & S.
China, Am. s.s., 3,186, D. E. Friele, 3rd June, — San Francisco 5th May, and Manila 31st May, Gen.—P. M. S. Co.
Dagry, Nor. s.s., 883, O. Abrahamson, 2nd June, — Bangkok 26th May, Rice.—B. & S.
Aagaard, Thoresen & Co.
Earl of Gairloch, Br. s.s., 1,225, Grant, 1st June, — Newcastle, N.S.W. 2nd May, Coal.—L. W. & Co.
Falk, Nor. s.s., 1,411, L. Wellesen, 1st June, — Karatsu 26th May, Coals.—S. W. & Co.
Falk, Nor. s.s., 1,330, G. M. Gundersen, 1st June, — Saigon 27th May, Rice.—S. W. & Co.
Heim, Ital. s.s., 767, T. Johnson, 5th June, — Hoilow 2nd June, Gen.—A. R. M.
Hue, Fr. s.s., 705, Godinau, 4th June, — Haiphong and Hoilow 3rd June, Gen.—A. R. M.
Hof, Br. s.s., 2,797, J. G. McKeechie, 16th May, — Moji 15th May, Coal.—D. & Co., Ltd.
Jason, Nor. s.s., 1,207, Neilsen, 26th May, — Wuhu 9th May, Rice.—A. T. & Co.
Kaifong, Br. s.s., 982, Finlayson, 5th June, — Tournane 2nd June, Coal.—B. & S.
Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 4th June, — Calcutta via Penang and Singapore 30th May, Gen.—J. M. & Co.
Kwelling, Br. s.s., 1,604, Brymer, 5th June, — Canton 4th June, Gen.—B. & S.
Laerich, Br. s.s., 1,362, J. Jackson, 2nd June, — Saigon 27th May, Gen.—Chinese.
Lisa, Swed. s.s., 1,977, H. Harndahl, 5th June, — Canton 4th June, G.—S. W. & Co.
Minnesota, Am. s.s., 2,718, J. H. Rinder, 5th June, — Seattle 29th April, and Shanghai and June, Gen.—N. Y. K.
Montlake, Br. s.s., 1,737, F. W. Balten, 31st May, — Moji 26th May, Coal.—D. & Co., Ltd.
Phranang, Ger. s.s., 1,100, F. Mangelsdorff, 4th June, — Bangkok 28th May, Rice.—B. & S.
Phyen, Br. s.s., 1,246, Dierckx, 2nd June, — Saigon 1st May, Rice.—B. & Co.
Progress, Nor. s.s., 1,641, S. Schewig, 1st June, — Pulo Laut 20th May, Coals.—Aagaard, Thoresen & Co.
Prometheus, Nor. s.s., 1,023, O. Korneliev, 2nd May, — Moji 15th May, Coal.—A. & Co.
Aagaard, Thoresen & Co.
Quinta, Ger. s.s., 987, F. Frahm, 1st June, — Swatow 31st May, Ballast.—S. & Co.
Rob, Br. s.s., 1,611, R. W. Almond, 4th June, — Manila 2nd June, Gen.—S. T. & Co.
Sexta, Ger. s.s., 1,100, Kraft, 3rd June, — Canton 2nd June, Gen.—Chinese.
Signal, Ger. s.s., 900, Schlaikier, 2nd June, — Bangkok 26th May, Rice.—Order.
Stanley Dollar, Br. s.s., 2,200, Cross, 31st May, — Moji 21st May, Coal.—A. K. & Co.
Tholma, Nor. s.s., 1,107, Jager, 23rd May, — Hongkong 20th May, Coal.—B. & S.
Victoria, Swed. s.s., 1,207, J. A. Hellberg, 30th May, — Wakamatsu 23rd May, Coal.—A. T. & Co.
Woolrich, Br. s.s., 1,849, A. Stoker, 29th May, — Salina Cruz 24th April, Ballast.—C. C. S. & Co.

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.
Woolrich at Kowloon Dock.
H.M.S. Fame " " " " " "
Alta " " " " " "
Longwo " " " " " "
Lydia " " " " " "
Arratoon Apar at Cosmopolitan "

SHANGHAI.

29th inst.
Siam New Dock.
Loksing Tungkadoo
Waterland Old "

Ships Passed the Canal.

1st May—*Ambrila*, Palma, *Peleus*, *Preussien*, *Pina*, *Saxonia*, *Telemachus*, *Benavon*, 5th May—*Ajax*, *Dervorlich*, *Oceanus*, *Verona*, *Silista*, (Ger.) *Prinz Regent Luitpold*, *Iyo Maru*, *Rhanania*, 8th May—*Indrani*, *Den of Maine*, *Radoshitz*, *Nebel*, *Swanley*, 12th May—*Armand Behle*, *China*, *Japan*, *Jawa*, 15th May—*Benelli*, *Dionis*, *Simona*, *Macduff*, 18th May—*Bingo Maru*, *Bractus*, *Tourane*, *Neckar*, *Prinz*, *Elisabeth*, 22nd May—*Agamenon*, *Denary*, 25th May—*Benglos*, *Ernest Simons*, *Glentworth*, *Ping Suey*, *Sardinia*, 29th May—*Kintuck*, *Varra*, *Semegambia*, 1st June—*Hudson*, *Machao*, *Sachsen*, *Socotra*, *Tenkai*, *Tonkin*, 5th June—*Kawachi Maru*, *Spithead*.

Arrivals at Home.

1st May—*Glenstrae*, *St. George*, 5th May—*Austria*, *Daralong*, *Bayern*, 8th May—*Raidera*, 12th May—*Pitru*, 14th May—*Formosa*, 15th May.

Post Office.

A Mail will close for:

Haiphong, Per *Heimdal*, 7th June, 9 A.M.
Kobe, Vladivostok and Nikolajewsk—Per *Jason*, 7th June, 11 A.M.
Macao—Per *Heungshan*, 7th June, 2.15 P.M.
Yokohama and Kobe—Per *Changshai*, 7th June, 3 P.M.
Saigon—Per *Zuchow*, 7th June, 3 P.M.
Shanghai—Per *Fausang*, 7th June, 3 P.M.
Moji—Per *Tosa Maru*, 7th June, 4 P.M.
Hoilow and Haiphong—Per *Carl Diederich*, 7th June, 5 P.M.
Quang-chow-wan, Hoilow, Pakhoi and Haiphong—Per *Hut*, 8th June, 9 A.M.
Swatow, Amoy and Poonchow—Per *Haitan*, 8th June, 11 A.M.
Salina Cruz, (Mexico)—Per *Woolrich*, 8th June, 11 A.M.
Macao—Per *Heungshan*, 8th June, 12.15 P.M.
Manila—Per *Yuenan*, 8th June, 3 P.M.
Shanghai—Per *Tungshing*, 8th June, 3 P.M.
Chefoo and Newchwang—Per *Kueiyang*, 8th June, 3 P.M.
Shanghai and Chinkiang—Per *Lydia*, 8th June, 3 P.M.
Manila—Per *Rubi*, 9th June, 11 A.M.
Singapore, Penang and Bombay—Per *Capri*, 9th June, NOON.
Macao—Per *Heungshan*, 9th June, 1.15 P.M.
Weiwei, Chefoo and Tientsin—Per *Hutchow*, 9th June, 3 P.M.
Shanghai—Per *Shaohsing*, 9th June, 3 P.M.
Shanghai—Per *Waikang*, 9th June, 3 P.M.
Shanghai—Per *Yikang*, 9th June, 3 P.M.
Swatow, Amoy and Tamsui—Per *Daigi Maru*, 9th June, 5 P.M.
Macao—Per *Heungshan*, 11th June, 12.45 P.M.
Shanghai, Moji, Kobe, Yokohama and Seattle—Per *Minnesota*, 12th June, 10 A.M.
Fuzhou, Br. s.s., 1,110, 2nd June, 10 A.M.
Salata, 12th June, 11 A.M.
Singapore, Penang and Calcutta—Per *Kutang*, 12th June, 2 P.M.
Amoy, Manila, Cebu and Hoilow—Per *Sung-kang*, 13th June, 3 P.M.
Manila—Per *Zaffra*, 16th June, 10 A.M.
Europe, &c., India, via Taitcorin—Per *Dagala*, 16th June, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Embriss*, 17th June, 11 A.M.
Europe, &c., India, via Taitcorin—Per *Preussen*, 20th June, 11 A.M.
Manila, Simponshafen, Fr. Wilhelmshafen, Herbersthohe, Matupi, Brisbane, Sydney and Melbourne—Per *Prinz Waldemar*, 26th June, 10 A.M.
Europe, &c., India, via Taitcorin—Per *Oceanus*, 26th June, 1 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Altenan*, 27th June, 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Canton, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changshai*, 27th June, 3 P.M.
Manila, Port Darwin, Thursday Island, Canton, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Australia*, 27th June, 1 A.M.
Europe, &c., India, via Taitcorin—Per *Tourane*, 10th July, 11 A.M.

The Public is hereby notified that no mail for Europe will be despatched from here between the 10th and 12th June.

It is hereby notified that on and from the 6th inst., the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each 30 cents.

Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postage from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sanbue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

KING EDWARD.

Aht, Mrs. Andrew Leventhal, Mr. & Mrs. Almond, Capt. & Mrs. Frank Russell, Anderson, C. Little, A. C. Logan, W. Calhoun, O. C. Maquarie, Mr. & Mrs. Colahan, Mr. Cooper, R. L. McKay, T. D. Cunningham, A. Dale, Mrs. and Miss Delaney, I. E. Moister, Mr. and Mrs. Edinister, F. E. A. B. Mulder, J. C. Firmin, F. J. Gard, W. E. Gilman, Mrs. L. C. Gilman, Miss Guiterrez, Mr. & Mrs. Pearce, Dr. W. W. Plaisant, R. F. Handmann, E. S. Savory, Capt. and Mrs. Miss Smend, Dr. C. B. Heller, R. C. Stiller, L. C. Hill, H. C. Story, G. F. Hilton, A. W. Todd, T. W. Holl, H. B. Toogen, G. W. Jackson, Mrs. and child Wanders, E. Knight, Mrs. W. M. Ward, A. C.

Kierulff, Dr. Kruger, J. W. Legeune, Vice-Consul Lewis, C. C. Weston, F. S. Williams, G. Woodruff, J. B. Woodruff, Mrs. L. Worthington, J. P.

HONGKONG.

Adams, P. R. Jameson, Mrs. J. W. Anderson, Mrs. K. Arnold, J. A. Aules, J. A. Ba rd, Mr. & Mrs. J. C. Battiscombe, H. G. Beard, E. B. Beattie, R. B. Bell, R. N. Engr-Lieut. Bernard, L. De Bierviel, A. Van (Vice-Consul for Belgium) Birbeck, R. J. Bissell, W. S. Blair, K. J. Bright, F. G. Broughall, L. Carpenter, C. E. Cattrich, A. Chabaux, L. Clark, M. O. Clarke, T. W. Clarke, Mr. and Mrs. Clegg, R. N. Eng. Li. Colsin, H. E. Crook, A. H. Cruickshank, A. Davies, F. O. Donald, R. H. Donald, Mr. and Mrs. Doolittle, F. H. Dorrner, Comdr. Hon. Douglas, Capt. & Mrs. J. E. B. Downing, T. C. Dumbell, H. G. Einstmann, W. Evans-Jones, Dr. and Stebbing, W. T. Stein, A. L. Stephens, H. Stevens, Rev. A. J. Sutherland, P. D. Tarrant, E. N. Thompson, Mr. and Mrs. Fuller, D. Gibson, A. Gordon, Mrs. Hall, Capt. T. H. Heasley, Dr. and Mrs. Hewitt, Hon. and Mrs. E. A. Howe, H. F. Humphreys, W. M. Hollingsworth, Mr. & Mrs. Hunter, R. Innes, Capt. R.

McDonagh, P. G. and Japanese servant.

Miller, P. L. Moore, Dr. and Mrs. W. B. A.

Newborn, Mr. & Mrs. R. H.

Newington, A. G. Norton, Miss Office, O. C. Packer, B. L. Parit, W. C. Parrish, A. E. O. Patey, Mrs. E. A. Penke, W. Perkins, Mr. and Mrs. T. L. Pigott, C. M. H. Pownett, C. W. Powell, W. A. Prior, W. R. Reid, H. I. Roach, Mrs. J. S. and child. Sandes, Miss F. E. Scott, Mr. and Mrs. J. G. and child. Shea, J. J. Shepherd, E. B. Simms, F. C. Skinn, A. Spittles, J. S. Stebbing, W. T. Stein, A. L. Stephens, H. Stevens, Rev. A. J. Sutherland, P. D. Tarrant, E. N. Thompson, Mr. and Mrs. Fuller, D. Gibson, A. Gordon, Mrs. Hall, Capt. T. H. Heasley, Dr. and Mrs. Hewitt, Hon. and Mrs. E. A. Howe, H. F. Humphreys, W. M. Hollingsworth, Mr. & Mrs. Hunter, R. Innes, Capt. R.

McDonagh, P. G. and Japanese servant.

Miller, P. L. Moore, Dr. and Mrs. W. B. A.

Newborn, Mr. & Mrs. R. H.

Newington, A. G. Norton, Miss Office, O. C. Packer, B. L. Parit, W. C. Parrish, A. E. O. Patey, Mrs. E. A. Penke, W. Perkins, Mr. and Mrs. T. L. Pigott, C. M. H. Pownett, C. W. Powell, W. A. Prior, W. R. Reid, H. I. Roach, Mrs. J. S. and child. Sandes, Miss F. E. Scott, Mr. and Mrs. J. G. and child. Shea, J. J. Shepherd, E. B. Simms, F. C. Skinn, A. Spittles, J. S. Stebbing, W. T. Stein, A. L. Stephens, H. Stevens, Rev. A. J. Sutherland, P. D. Tarrant, E. N. Thompson, Mr. and Mrs. Fuller, D. Gibson, A. Gordon, Mrs. Hall, Capt. T. H. Heasley, Dr. and Mrs. Hewitt, Hon. and Mrs. E. A. Howe, H. F. Humphreys, W. M. Hollingsworth, Mr. & Mrs. Hunter, R. Innes, Capt. R.

McDonagh, P. G. and Japanese servant.

Miller, P. L. Moore, Dr. and Mrs. W. B. A.

Newborn, Mr. & Mrs. R. H.

Newington, A. G. Norton, Miss Office, O. C. Packer, B. L. Parit, W. C. Parrish, A. E. O. Patey, Mrs. E. A. Penke, W. Perkins, Mr. and Mrs. T. L. Pigott, C. M. H. Pownett, C. W. Powell, W. A. Prior, W. R. Reid, H. I. Roach, Mrs. J. S. and child. Sandes, Miss F. E. Scott, Mr. and Mrs. J. G. and child. Shea, J. J. Shepherd, E. B. Simms, F. C. Skinn, A. Spittles, J. S. Stebbing, W. T. Stein, A. L. Stephens, H. Stevens, Rev. A. J. Sutherland, P. D. Tarrant, E. N. Thompson, Mr. and Mrs. Fuller, D. Gibson, A. Gordon, Mrs. Hall, Capt. T. H. Heasley, Dr. and Mrs. Hewitt, Hon. and Mrs. E. A. Howe, H. F. Humphreys, W. M. Hollingsworth, Mr. & Mrs. Hunter, R. Innes, Capt. R.

McDonagh, P. G. and Japanese servant.

Miller, P. L. Moore, Dr. and Mrs. W. B. A.

Newborn, Mr. & Mrs. R. H.

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McDonagh, P. G. and Japanese servant.

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Newington, A. G. Norton, Miss Office, O. C. Packer, B. L. Parit, W. C. Parrish, A. E. O. P

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "SALAZIE."

Captain A. Ailland, will be despatched for
MARSEILLES on TUESDAY, the 12th
June, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. OCEANIC 26th June.
S.S. TOURANE 10th July.
S.S. FOKIAN 24th July.
S.S. ARMAND-BELIC 7th August.
S.S. ERNEST SIMONS 21st August.
G. DE CHAMPEAUX,
Agent.
Hongkong, 30th May, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	G. V. Williams	3rd July
Shamout	9,666	E. V. Roberts	17th July
Tremont	9,666	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. Shamout and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room. Laundry
carried in cold storage.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th May, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SIKH"	14th June.
"WRAP CASTLE"	23rd June.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st June, 1906.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON AND BEEF, at
Moderate Prices.
Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,

No. 1 Stall, Central Market.

Hongkong, 14th May, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE, MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

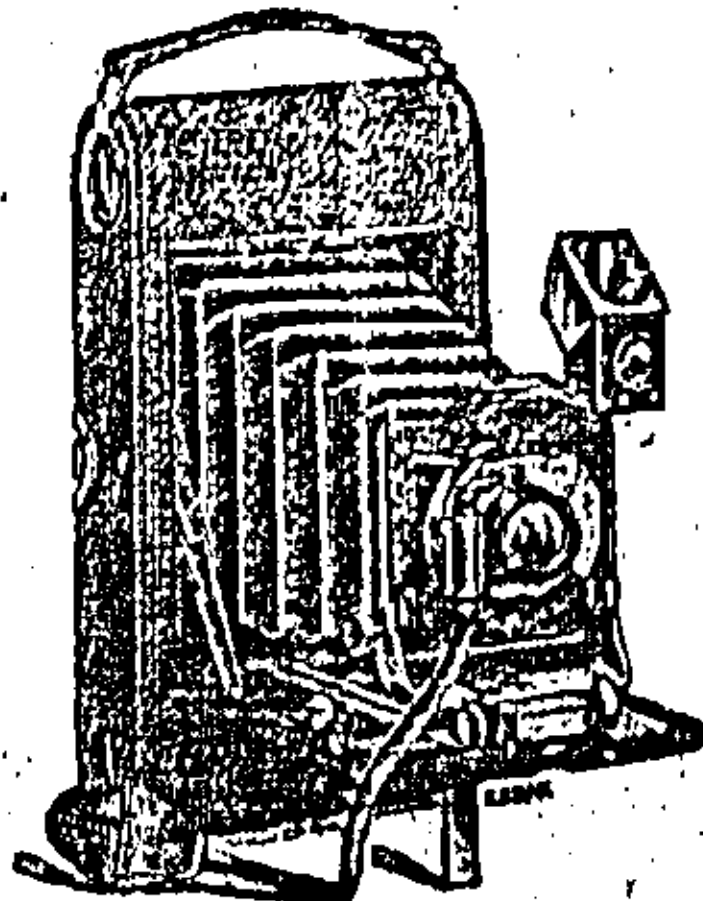
ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

*Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$5,500,000 \$250,000 \$12,735 \$150,000	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$800 buyers London £90 \$38
National Bank of China, Limited	99,925	£7	£5		\$74,099	\$2 (London 3/6) for 1904	...	\$360
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$360
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$11,131 \$1,153,814 \$59,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,220,928	Tls. 302,053	Interim div. of 7/6 on account 1905	5 1/2 %	Tls. 85 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100		\$2,792,271	Interim div. of 13/- for 1905	5 %	\$800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,098	\$6 for 1904	7 %	\$85
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	8 %	\$305 sales & b.
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$204,638 \$88,941 \$250,000 \$600,000 \$154,331 \$120,000 £241,150 £3,999	\$6,563	\$14 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50		Nil	\$34 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15		\$21,080	\$1 for 2nd half-year making \$2 for 1905	8 %	\$244 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10		£4,435	12/- @ 1/104 = \$6.29 5/11 for 1904	9 %	\$70 sales and b
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 20,000 Tls. 200,000 Tls. 400,000 £4,144	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 24 for 1905	7 % 4 %	{ Tls. 53 buyers Tls. 51 buyers 26/-
"Shell" Transport and Trading Company, Limited	100,000	£1	£1		£107,815	1/- (Coupon No. 6 for 1905)	5 %	\$30 ex div.
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$5 \$5	{ \$32,957 Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	\$218	{ \$5.50 for year ending 30.1.1906 \$0.75	{ 5 1/2 % 3 1/2 %	{ \$21 ex div.
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50		Tls. 13,983	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	15 %	\$165
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,588	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 100 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 9.80 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	{ 150,000 50,000	{ £1 £1	{ 18/10 £1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$24 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$65,733 £20,000	\$20,040	Final of \$34 making \$64 for 1905	5 1/2 %	\$103
Long and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$161
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$188,000	\$2,221	\$1 for 1905	6 1/2 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd.	52,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 34,934	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 115 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 30,000	Tls. 57,645	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100		Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	8 %	Tls. 100
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$1,451	\$9,018	\$24 for year ended 30.6.1905	13 1/2 %	\$31 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	...	\$18 sales
"Do" (new issue)	24,000	\$15	\$15			\$7 on \$74 for 1905	...	\$153 sellers
"Do" (Founders)	123	\$15	\$15			None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,975 \$24,071	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130
Hongkong Land Investment and Agency Co., Ltd.	20,000	\$100	\$100	\$250,000	\$67,839	Final of \$34 making \$7 for 1905	6 %	\$119
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 24,986	Tls. 7,202	Interim of Tls. 1	10 1/2 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Empire Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50		\$574	\$24 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000 none	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 116 sellers
West Point Building Company, Limited	12,500	\$50	\$50		\$771	Final of \$1.90 making \$3.65 for 1905	7 %	\$43
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 721 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$15 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 65 sellers
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,763	Tls. 8 for 1905	10 1/2 %	Tls. 75 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,436	Tls. 35,988	Tls. 25 for 1905	8 %	Tls. 310 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£14	£779	1/3 per share for 1904	9 %	\$24 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none		\$1 for 1904	...	\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,210	60 cents for year ended 28.2.06	6 %	1104 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000 \$500,000	\$52,391	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$29
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$24 for year ending 28.2.06	11 %	\$224
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 \$5 cents }	7 1/2 %	\$154 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$7,795	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,709	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$60,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	188	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Mijl, Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	{ first interim of Tls. 74 paid 15.3.06 account } 1906	9 1/2 %	Tls. 230 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,334	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 1,017	{ Tls. 31 final & Tls. 14 bonus making } Tls. 81 1905	6 1/2 %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,713	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,432	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 71 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200	{ £20 £20	{ £20 £20	{ Tls. 190,000 none	Tls. 85,592	{ Final of 37/6 making 52/6 for 1905/6 First year	...	{ Tls. 365 buyer Tls. 280 sales \$20
South China Morning Post, Limited	6,000	\$25	\$25	none	\$44,089	None	...	\$6
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,131	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$22,000	\$551	{ 80 cents } for year ended 31.5.1905	9 %	\$9
"Do" (Founders)	100	\$10	\$10	\$30,000 \$25,000	\$7,714	{ \$19.80 }	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10			Final of 50 cents making \$1 for 1905	7 1/2 %	\$134 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$104
DIVIDENDS PAYABLE:—								
Maatschappij & Co. in Langkat							Tls. 74	15th June